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HISTORY OF TASK GROUP 7.4, PROVISIONAL

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Robert L. Meyer
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FOREWORD

This history is intended to be an objective, accurate, and interpretive record of the activities of Task Group 7.4 (Provisional). By revealing lessons which have been learned, this study will enable military and civilian leaders to approach future problems more intelligently; the evaluation of past experiences will be of great worth to planners in determining the current status of plans and policies and in preparing for future operations.

Assisting the Historian in the compilation of this document were A/1C Eugene P. Witts and A/2C William R. Renaud who performed clerical duties.

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INCLOSURES

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hours on 22 July after the last aircraft from the HURON array was landed.¹⁶

Radioactive Fallout. At 1530 hours on 21 July, following the TEWA event, a radioactive fallout was detected at Hq TG 7.4. Contact was maintained throughout the day by the TG 7.4 Rad-Safe Officer with JTF-7, TG 7.1, and TG 7.2 rad-safe organizations, and these organizations confirmed that the fallout was general over the Eniwetok lagoon and atoll areas. A constant monitoring of TG 7.4 areas was performed during the night, by which the Rad-Safe Officer determined that the fallout reached a level of 80 milliroentgens per hour. At about 0330 hours on 22 July, a rain raised the level to 100-110 mr/hr; subsequent, non-radioactive rain, however, reduced the amount of remaining fallout to safer levels.

It was the combined recommendation of JTF-7 and various task group rad-safe officers that no special clothing requirements or restrictions be made for personnel unless the level rose to one constantly over 100 mr/hr. Inasmuch as the high level occurred early in the morning and was reduced before duty hours no precautions were deemed necessary.

On 22 July, upon notification of high radiation intensity levels in the lagoon resulting from TEWA fallout, the TG 7.4 Rad-Safe Officer recommended that the Eniwetok lagoon and swimming pool be placed off-limits until reduction of the level. The TG 7.4 Commander, therefore, concurred in this recommendation and the two areas were restricted.

Airlift in the PPG. The following figures indicate the number of flying hours, tons of cargo, and the number of passengers flown by TG 7.4 airlift support aircraft in the PPG through 22 July:

16. See "Roll-up of AOC Equipment," Chapter IV, this history.

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